

The Hongkong Telegraph.

(ESTABLISHED 1861)

NEW SERIES No. 4984

日七廿月九年一十三

WEDNESDAY, OCTOBER 25, 1905

三拜禮

號五廿月十年五

五仙每張

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$10,000,000
Reserve Fund, \$10,000,000
Sinking Reserve, \$1,000,000
Silver Reserve, \$5,000,000
REVENUE LIABILITY OF PROPERTIES, \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. H. H. H. Esq., Deputy Chairman.
Hon. C. W. Dickson, Esq.
E. G. G. Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. S. S. Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
SHANGHAI—H. E. R. HUNTER.
LONDON—BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH, Chief Manager.
Hongkong, 19th August, 1905. [23]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION to be placed on a FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1902. [23]

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL, \$10,000,000.
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHER BANK (BERLIN) GENERAL AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Sub-Manager.
Hongkong, 9th September, 1905. [25]

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1886.
CAPITAL SUBSCRIBED, Yen 24,000,000.
CAPITAL PAID-UP, Yen 18,000,000.
CAPITAL UNCALLED, Yen 6,000,000.
RESERVE FUND, Yen 9,000,000.

Head Office—YOKOHAMA.

Branches and Agencies:
TOKYO, NAGASAKI, SHANGHAI, LYONS, NEWCHANG, SAN FRANCISCO, MUKDEN, ROMBAY, CHEFOO, TIENTSIN, DALNY, KOBE, TIE-LING, LONDON, OSAKA, NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD. PARSONS BANK, LD. THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per Cent. per annum.

On fixed deposits for 6 months at 4 per Cent. per annum.

On fixed deposits for 3 months at 3 per Cent. per annum.

On fixed deposits for 1 month at 2 per Cent. per annum.

On fixed deposits for 1 week at 1 per Cent. per annum.

On fixed deposits for 1 day at 1/2 per Cent. per annum.

On fixed deposits for 1 hour at 1/4 per Cent. per annum.

On fixed deposits for 1 minute at 1/8 per Cent. per annum.

On fixed deposits for 1 second at 1/16 per Cent. per annum.

On fixed deposits for 1 third at 1/32 per Cent. per annum.

On fixed deposits for 1 fourth at 1/64 per Cent. per annum.

On fixed deposits for 1 fifth at 1/128 per Cent. per annum.

On fixed deposits for 1 sixth at 1/256 per Cent. per annum.

On fixed deposits for 1 seventh at 1/512 per Cent. per annum.

On fixed deposits for 1 eighth at 1/1024 per Cent. per annum.

On fixed deposits for 1 ninth at 1/2048 per Cent. per annum.

On fixed deposits for 1 tenth at 1/4096 per Cent. per annum.

On fixed deposits for 1 eleventh at 1/8192 per Cent. per annum.

On fixed deposits for 1 twelfth at 1/16384 per Cent. per annum.

On fixed deposits for 1 thirteenth at 1/32768 per Cent. per annum.

On fixed deposits for 1 fourteenth at 1/65536 per Cent. per annum.

On fixed deposits for 1 fifteenth at 1/131072 per Cent. per annum.

On fixed deposits for 1 sixteenth at 1/262144 per Cent. per annum.

On fixed deposits for 1 seventeenth at 1/524288 per Cent. per annum.

On fixed deposits for 1 eighteenth at 1/1048576 per Cent. per annum.

On fixed deposits for 1 nineteenth at 1/2097152 per Cent. per annum.

On fixed deposits for 1 twentieth at 1/4194304 per Cent. per annum.

On fixed deposits for 1 twenty-first at 1/8388608 per Cent. per annum.

On fixed deposits for 1 twenty-second at 1/16777216 per Cent. per annum.

On fixed deposits for 1 twenty-third at 1/33554432 per Cent. per annum.

On fixed deposits for 1 twenty-fourth at 1/67108864 per Cent. per annum.

On fixed deposits for 1 twenty-fifth at 1/134217728 per Cent. per annum.

On fixed deposits for 1 twenty-sixth at 1/268435456 per Cent. per annum.

On fixed deposits for 1 twenty-seventh at 1/536870912 per Cent. per annum.

On fixed deposits for 1 twenty-eighth at 1/1073741824 per Cent. per annum.

On fixed deposits for 1 twenty-ninth at 1/2147483648 per Cent. per annum.

On fixed deposits for 1 thirtieth at 1/4294967296 per Cent. per annum.

On fixed deposits for 1 thirty-first at 1/8589934592 per Cent. per annum.

On fixed deposits for 1 thirty-second at 1/17179869184 per Cent. per annum.

On fixed deposits for 1 thirty-third at 1/34359738368 per Cent. per annum.

On fixed deposits for 1 thirty-fourth at 1/68719476736 per Cent. per annum.

On fixed deposits for 1 thirty-fifth at 1/137438953472 per Cent. per annum.

On fixed deposits for 1 thirty-sixth at 1/274877906944 per Cent. per annum.

On fixed deposits for 1 thirty-seventh at 1/549755813888 per Cent. per annum.

On fixed deposits for 1 thirty-eighth at 1/1099511627776 per Cent. per annum.

On fixed deposits for 1 thirty-ninth at 1/2199023255552 per Cent. per annum.

On fixed deposits for 1 fortieth at 1/4398046511104 per Cent. per annum.

On fixed deposits for 1 forty-first at 1/8796093022208 per Cent. per annum.

On fixed deposits for 1 forty-second at 1/17592186044416 per Cent. per annum.

On fixed deposits for 1 forty-third at 1/35184372088832 per Cent. per annum.

On fixed deposits for 1 forty-fourth at 1/70368744177664 per Cent. per annum.

On fixed deposits for 1 forty-fifth at 1/140737488355328 per Cent. per annum.

On fixed deposits for 1 forty-sixth at 1/281474976710656 per Cent. per annum.

On fixed deposits for 1 forty-seventh at 1/562949953421312 per Cent. per annum.

On fixed deposits for 1 forty-eighth at 1/1125899906842624 per Cent. per annum.

On fixed deposits for 1 forty-ninth at 1/2251799813685248 per Cent. per annum.

On fixed deposits for 1 fiftieth at 1/4503599627370496 per Cent. per annum.

On fixed deposits for 1 fifty-first at 1/9007199254740992 per Cent. per annum.

On fixed deposits for 1 fifty-second at 1/18014398509481984 per Cent. per annum.

On fixed deposits for 1 fifty-third at 1/36028797018963968 per Cent. per annum.

On fixed deposits for 1 fifty-fourth at 1/72057594037927936 per Cent. per annum.

On fixed deposits for 1 fifty-fifth at 1/144115188075855872 per Cent. per annum.

On fixed deposits for 1 fifty-sixth at 1/288230376151711744 per Cent. per annum.

On fixed deposits for 1 fifty-seventh at 1/576460752303423488 per Cent. per annum.

On fixed deposits for 1 fifty-eighth at 1/1152921504606846976 per Cent. per annum.

On fixed deposits for 1 fifty-ninth at 1/2305843009213693952 per Cent. per annum.

On fixed deposits for 1 sixtieth at 1/4611686018427387904 per Cent. per annum.

Steam.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ BENGAL	{ About 2nd	{ Freight and
	{ W. W. Cooke, R.M.S.	{ November	{ Passage.
LONDON, &c.	{ COROMANDEL	{ Nov. 4th	{ See Special
	{ G. M. Montford, R.M.S.	{ Noon	{ Advertisement.
YOKOHAMA VIA SHANGHAI	{ PALERMO	{ About 6th	{ Freight only.
MOJI and KOBE	{ E. G. Andrews	{ November	
LONDON and ANTWERP VIA	{ SOCOTRA	{ About 8th	{ Freight only.
SINGAPORE, PENANG, CO.	{ W. R. Hickey	{ November	
LOMBO, PORT SAID and			
MARSEILLES			

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 25th October, 1905.

Intimations.

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTING DEPT.
NOW SHOWING
NEWEST AUTUMN NOVELTIES
IN
SILK NECKWEAR.

LINCOLN & BENNETT'S
CELEBRATED HATS.

TWEED GOLF & MOTOR CAPS.

A LARGE VARIETY OF
WALKING STICKS.

LEATHER LEGGINGS.

NEW STYLES AND CLOTHS
IN
RAINCOATS.

EVERY REQUISITE FOR
DRESS WEAR.

LANE, CRAWFORD & CO.

Hongkong, 29th September, 1905. [34]

TURKISH CIGARETTES.

JOHN PETRINO & Co.

GRAND FORMAT	Per Tin of	50	\$1.75
GOLD TIPPED	"	50	1.60
STAR OF INDIA	"	50	2.75
PRINCESS	"	100	2.20

SOLE AGENTS:

CALDBECK MACGREGOR & CO.,
15, Queen's Road Central.

Hongkong, 27th September, 1905. [17]

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING OF THE UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Registered Office of the Society, No. 1, Queen's Building, Victoria, in the Colony of Hongkong, on SATURDAY, the 4th day of November, 1905, at 11 o'clock, Noon, when the subjoined Resolution will be proposed:—

"That the Provisions of the Memorandum of Association of the Society be altered by inserting therein immediately after the words 'The Reinsurance of Risks when deemed necessary,' the words 'and also the entering into partnership or into any arrangement for sharing profits union of interests co-operation joint adventure reciprocal concession or otherwise with any person or Company carrying on or engaged in or about to carry on or engage in any business or transaction which the Society is authorized to carry on or engage in or any business or transaction capable of being conducted so as directly or indirectly to benefit the Society, and also the taking or otherwise acquiring and holding the whole or any number of shares in any Company having objects altogether or in part similar to those of the Society or carrying on any business which the Society is authorized to carry on or engaged in or about to carry on or engage in any business or transaction which the Society is authorized to carry 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Mails

Intimations

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK	No. 2 DOCK
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

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Yokohama, May 23rd, 1905. [76]

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TELEGRAMS

[Editor's.]

Russian National Assembly

SOCIALIST TIRADE.

LONDON, 23rd October.
The socialist parties in Warsaw have unitedly issued proclamations, declaring that they will forcibly prevent the election of deputies to the National Assembly.

Great Britain, France and Germany.

Later.

A recent article in the *Nouvelles Presse* (Austrian) accusing Great Britain and France of trying to provoke a war with Germany, has caused fresh acrimonious polemics in Germany on the one side, and Great Britain and France on the other, the acerbity of which keeps alive the international animosities excited by the *Le Matin* disclosures.

Turkey and Austria.

The Porte assuming the offensive has sent a note to the Austrian Embassy, objecting to the presence of the international financial delegates at Uskub, whose intervention in the internal affairs of Turkey is declared as prejudicial to Turkey's interests, and whose removal is requested.

THE LOSS OF THE "HISH-HO."

FINDING OF THE COURT OF INQUIRY.

Finding of a Court of Inquiry held at the Custom House, Shanghai, on the 19th October, 1905, called at the request of the China Merchants' Steam Navigation Company, to investigate the circumstances attending the loss of their s.s. *Hish-ho* on the 30th ult., 1905, whilst on a voyage from Chefoo to Shanghai.

President:—H. Edgar Hobson, Commissioner of Customs, President; and Lieut. K. Mackenzie-Grieve, R.N., H.M.S. *Cadmus*, W. A. Carlson, Harbour Master, Assessors; A. H. Hudgins, Clerk of the Court.

T. Weir, watching the case on behalf of the China Merchants' Steam Navigation Company. From the evidence heard in this case the Court finds as follows:—

1.—That the s.s. *Hish-ho*, of 1,805 gross and 1,082 register tons, owned by the China Merchants' Steam Navigation Company, and commanded by Captain A. A. Crawford, left Chefoo for Shanghai about noon on the 29th September, 1905, with a small general cargo, and 4 foreign and 11 native passengers.

The crew consisted of the Captain, two mates, three engineers, and 35 natives. Commander's staff: uncertain.

The vessel's draft was about 7 feet forward and 11 feet aft.

2.—That at about 6.30 a.m. on the 30th September when the ship was in Latitude 35° 24' N., Longitude 124° 37' E., in fine weather, she struck a mine which exploded under the forward part of the fore hold, sending the water spouting up through the ventilator and burning open the fore hatch.

3.—That the 2nd officer was in charge of the deck and the 2nd engineer of the engine-room at the time of the explosion.

4.—That the ship began to sink rapidly by the head, and finally disappeared about fifteen minutes after contact with the mine.

5.—That the chief engineer went into the engine-room immediately after the explosion, stopped the engines, and eased the safety valve.

6.—That the port after life-boat and the dingy on the port side of the after deck were successfully launched, in which boats were the majority of the survivors, others swimming to them or being picked up by them subsequently.

7.—That the port forward life-boat was floated when the water reached it, but for some unexplained reason capsized before it was clear of the ship.

8.—That no boats were swung out from the starboard side, though all were cleared in order that they might float off as the ship sank.

9.—That the ship was properly found in life-boats and life belts, and that the boats were properly equipped, in good condition, and the falls, etc., in good working order.

10.—That, as far as is known fifteen lives were lost, namely, the 2nd and 3rd engineers, 2 of the commander's staff, 1 steward, 1 boy, 3 firemen, 1 sailor, and 5 native passengers.

11.—That the officers did everything in their power to save the lives of the crew and passengers, that there was no excitement, but that the work of launching the boats was greatly hampered by the Chinese jumping into them as soon as they were taken off. The loss of life is attributed mainly to the capsizing of the port forward life-boat, in which the 2nd engineer, Mr. Mauchan, was last seen.

The 3rd engineer, Mr. Muir, was last seen on deck a few minutes after the explosion, and it is not known that he entered any of the boats.

12.—That the Captain remained on the ship till the last moment of safety and then swam to a piece of wreckage from which he was picked up by the port after life-boat.

13.—That a good look-out was kept both from the forward and from bridge and as nothing floating was reported by the lookout men the Court is of opinion that considering the position in which the mine exploded, it must have been either submerged or nearly so.

14.—That the survivors were picked up by the China Navigation Company's steamer *Chinkwa* about an hour after the vessel sank, and brought to Shanghai.

15.—That the Court exonerates the Captain, officers and crew from all blame.

(Signed) H. Edgar Hobson, Commissioner of Customs.

(Signed) K. Mackenzie-Grieve, Lieut. R.N., H.M.S. *Cadmus*.

(Signed) W. A. Carlson, Harbour Master.

(Signed) A. H. Hudgins, Clerk of the Court.

THE CHINA ASSOCIATION.

HONGKONG BRANCH.

INTERESTING ADDRESS.

The Hon. Mr. Gershom Stewart presided at the annual meeting of the Hongkong branch of the China Association held in the City Hall, at 4.30 this afternoon. Amongst others present were Messrs. H. F. Pollock, K.C., W. G. Humphreys, W. Parlane, A. G. Wood, H. W. Robertson, F. Salinger, G. H. Medhurst, E. Osborne, M. Stewart (Hon. Secretary), F. W. Mitchell, T. Hough, T. P. Cochran, A. R. Lowe, A. J. Raymond, J. C. Peter, W. Saunders, E. G. Barrett, and A. S. D. Couland.

The Secretary read the notice convening the meeting, after which

The Chairman said:—As it is usual here to accept as read reports which have been in the hands of members for some days, I propose to follow the prevailing custom, and ask you to accept as read the report I have now the honour to present to you.

You will see from the accounts that we have a credit balance of something over \$1,000.

In view of this and our small expenses we have not collected any subscription for 1905, as we deemed it advisable to publish the report and show that we had not been idle and then to invite an expression of opinion from the members as to what course they may deem it advisable to pursue. It is useful to have some money in hand as we may at any moment have to incur fairly heavy telegraphic expenses, but we don't want to go on indefinitely piling it up.

My own idea is that it would be a graceful act on our part after collecting this year's subscription to remit to London anything in excess of \$1,000 as their report shows that their expenses are largely met by heavy donations from various firms interested in China.

This is, however, my opinion as an individual, but as the disposal of members' funds is naturally a question they must decide for themselves we invite an expression of opinion on the point.

Many members resident here pay their subscriptions in London, but as the London report gives no list of names it may be that some of these have not received reports. We shall be very glad to send them now if they will let us know.

THE LATE WAR.

As mentioned in that report, the period covered is one of exceptional interest, for during the whole of the time the world has been witnessing one of the greatest conflicts ever fought, and quite the greatest in regard to the enormous powers of destruction brought to bear by the respective combatants one against the other.

Happily it is over, and the loss of life and the misery involved, heavy as they are, are less by far than a contest waged with equal valour would have been in ancient days, when fighting hand to hand was the accepted principle of warfare.

AFFAIRS IN CHINA.

Now that Japan has emerged victorious, the position of affairs in China will probably be much improved in so far as the fear of partition is to a great extent removed.

And it looks as if we are profiting by the occasion, as witness the new loan by the Hongkong Government to pay the Americans and Belgians out of the Canton-Hankow Railway.

In common with every British subject in China, we have reason to rejoice at the forethought which conceived and the wisdom which carried out this bold stroke. (Applause)

Although delays may be tedious and although we may suffer often from hope deferred, we have before us an infinitely brighter prospect than we have had in China ever since the construction of the Siberian Railway which with its implied absorption of the north of China by Russia hung like a thundercloud over the heads of home capitalists contemplating investments out here. (Applause)

That we have maintained our position as well as we have done is due largely to the tenacity and energy of individual British traders at various ports in China and to the yeoman service, which has been often rendered, and by various Consuls, and in the capacity of our veteran Minister at present at Peking. (Applause)

As regards West River steamers, barriers in the Canton River and various other items in our report, including the rights of neutrals during war, the published correspondence deals with them and the position we have taken up will, we trust, be approved of.

The memorandum by Mr. Kopsch we recommend to your attention as it gives information upon a subject most of us in the South know little or nothing of, and is about a country which we hope has abundant possibilities for peaceful development. (Hear, hear)

KOWLOON AND CANTON RAILWAY.

Our report and the correspondence we publish shows the line we have steadily followed, and I will not enlarge further upon it except to say that I am sure all members of this Association will gladly assist at the cutting of the first sod, if there is any ceremony on that interesting occasion. (Applause)

If there are delays with the negotiations at Peking let us at any rate have none as to doing our own section which will certainly encourage the others interested to persevere.

As regards the general question of railway enterprise in China our letter of July, which we partly publish, shows our views as to the advisability of our uniting with our allies in this direction. (Applause)

That there should be on the part of China a firm desire to control her own railways is only natural, and those who like ourselves have no territorial ambitions in China can view that desire with respect and sympathy.

But for lack of engineering skill, and capital China must get foreign aid to construct her railways, and that is where it appears to us a field is open to our energies.

We have built railways in the North, and handed them over subsequently to China, as our railway record is good so far as it goes.

What China stands there would be no harm in our parting with the moment China

materially is weak and weakens always produces nervousness and irritability.

When China was really strong 600 to 700 years ago, under Jenghis Khan and Kublar Khan she welcomed foreigners much more freely than she did later under the less powerful Ming 300 years ago. Under the great Emperor Kang Hi she was distinctly more liberal to outsiders than she is to-day. Historically therefore we have no reason to dread a reasonably strong China. The "Yellow Peril" cry has no fear for those who feel that China's natural genius does not lead to conquest and aggression, but China absolutely weak and lying as a carcass for the eagle is a real danger to the peace of the world.

CURRENCY.

The question of uniform currency for China has occupied our attention as the appendix shows.

We cannot claim that much progress has been made, but we hope that what has been done up till now will not be entirely useless.

As in all great reforms the real impetus must come from within and not from without, and I think no influence will be so potent in arriving at this desired end as trunk lines of railways throughout the country. When the travelling Chinaman finds himself squeezed in exchange over every railway ticket a cry for a common standard will surely go up throughout the land, and the engineer will have conquered where the financier and diplomatist have failed. One can imagine the Chinese countryman arriving at a station with his face tied up in a handkerchief which he has carefully calculated for about a month; one can see his disgust and wrath as extra cash, or perhaps even cents, are demanded at the ticket office. What hustings into secret pockets! One can almost hear the interchange of invective which will pass across the ticket window and how the respectability of the ancestors of the contending parties would be called in question! We can picture the grumblings of those awaiting their turn and the laughter of those who have passed through the ordeal. The victim would appear ridiculous, and ridicule to the Chinaman is infinitely stronger than cold argument. His acute sense of humour will push very strongly against love of old custom, as I believe are long one coin would be acceptable throughout the length and breadth of the Celestial Empire like the Pekingese dialect. (Applause)

CARING FOR BRITISH INTERESTS.

I will now refer to the paragraph under the heading China League. This and the correspondence in appendix B shows what we have done. We regret that there should be two bodies pursuing the same ends although by different names—the objects and reasons for our existence are stated at the back of this report, and we contend that these reasons are peaceful and justified. We think the best way of attaining these objects are those we pursue. There are many things we may wish to see put right, which it would be impossible to advertise too largely. At the same time we have no intention of sitting quietly in the pocket of the Foreign Office and being thought worthy of commendation because we never give them any trouble. It is our only excuse for existence that we are prepared to push and push hard when opportunity requires it. (Applause)

We, I venture to think, can only be a useful body as long as we maintain an independent and at the same time a friendly attitude, and if we further establish a good record for being at once active and not without discretion there are times and occasions when we can be useful to our own officials as they can be to us. (Applause)

That we exist for the care of British interests in no way means that we grudge good fortune to the energies and abilities of those who may compete with us. The press bickerings which at times come across the world to this Colony may be deplored by all thinking men. It would be a good thing if the proprietors of those misguided papers (and we have plenty of them) were to send their editors to one or more of the ports between Singapore and Tientsin for a period. It would be to them a valuable education for they would find men of many nations closely competing for the favour of fortune and yet living together in complete harmony and mutual respect. (Applause) rippling with many of us into firm, and enduring friendship.

The brotherhood of mankind may be a Utopian ideal, but it is none the less an ideal worthy of being sought after, and to start out designedly with evil intent and malice aforethought to destroy it, seems nothing short of monstrous iniquity and merits assuredly the utmost condemnation. (Applause)

I earnestly hope that the accusation of fermenting mutual distrust and ill-will will never be laid with justice at the doors of the China Association. (Prolonged applause)

An extended report will appear in our issue to-morrow.

CHINA'S MINES.

DEVELOPMENT CHECKED.

According to a Peking letter, the Shanghai having received from Viceroy Chou Fu of Nanking an exhaustive report on the mineral resources of the Kiangling, Viceroyalty (Kiangsu, Kiangsi, and Anhui provinces) has issued instructions to the Viceroys and Governors of other provinces ordering them to follow Viceroy Chou Fu's example, and also to establish in each province a Department of Mines, which shall without delay make a careful and detailed survey of the mineral deposits of each province, mark out their respective boundaries, and earmark all places in which there may be the least indication of possessing minerals or any kind of thing having any commercial value.

After this has been done permission must be obtained from the Department of Mines before any person or persons shall be allowed to develop such deposits. These Departments on the other hand will be required to send periodical reports to the Shanghai for record, with maps and general remarks on each newly opened mine or mines that shall come under the Department's notice. Imperial Government will be able to know without trouble just how many mineral deposits are in the country and how they are being developed.

UNITED STATES NAVY.

GREAT BATTLESHIP CONSTRUCTION.

According to a London journal, the United States has under construction 13 first-class battleships and 19 other vessels. Of the battleships, seven will be ready to be commissioned within the next half year.

The new vessels building for the United States navy are battleships *Connecticut*, 16,000 tons; *Georgia*, 14,948; *Idaho*, 13,000; *Kansas*, 16,000; *Louisiana*, 16,000; *Minnesota*, 16,000; *Mississippi*, 13,000; *Nebraska*, 14,948; *New Hampshire*, 16,000; *New Jersey*, 14,948; *Rhode Island*, 14,948; *Vermont*, 16,000; *Virginia*, 14,948; and the 17 other vessels are armoured cruisers—*California*, 13,680; *Charleston*, 9,700; *Colorado*, 13,680; *Maryland*, 13,680; *Michigan*, 9,700; *South Dakota*, 13,680; *Tennessee*, 14,500; *Washington*, 13,500; *West Virginia*, 13,680; *Scouts*: *Birmingham*, 3,750; *Chrysler*, 3,750; gun vessels *Dubrigue*, 1,085; *Paducah*, 1,085.

With the completion of the battleships mentioned above, the United States will be able to put into line of battle 25 first-class vessels.

NINE YEARS IN COMMISSION.

In connection with the above, the following from the *Boston Herald* will be of interest:—

The battleship *Oregon* is to be ordered home from Chile waters to be reconstructed. Her record of unbroken active service is one of the longest in the history of the navy. She first went into commission in July, 1896. Her performance of racing around Cape Horn, under command of Captain Charles E. Clark, during the Spanish war, is likely to long remain as the most remarkable run ever made by a battleship. Starting on March 19, 1898, from San Francisco, she covered 13,000 miles in sixty-eight days, and reported at Jupiter Inlet at a critical moment. In October of the same year she made a run of 21,000 miles to Manila, reaching there in perfect condition.

THE ANGLO-JAPANESE SHIP-PIING CO.

Further particulars of the Anglo-Japanese ship-owning and carrying combine, which has been arranged with a capital estimated at £5,000,000 are now to hand. According to a Liverpool cable the chief European office will be in London, and the offices of the management will be located at Liverpool. The names of Mr. F. D. Holt, Sir Alfred Jones and a number of prominent merchants with Far Eastern interests are mentioned in connection with the undertaking. It is said that the combination will have some 40 steamers of from 2,000 to 8,000 tons which have been acquired by the Japanese Government in transport work. It is understood that the Japanese Government has given its approval to the enterprise and granted concessions for warehouses and docks and that steamers will be run between London, Antwerp, certain French ports and the Orient.

VOLCANIC ERUPTION AT SAMOA.

"TRAVELLING MOUNTAIN RANGE."

Passengers by the steamer *Manapouri*, which arrived at Auckland from the islands last month, report that the volcano on the island of Savali, Samoa, was still very active. An enormous quantity of matter, estimated at many millions of tons, had been ejected. The correspondent of the *Samoa Times*, describing the scene, says:—"Fancy a travelling mountain range, four or five miles long, in many places a quarter of a mile wide, and at several points 200 feet high, and then you get some idea of the magnitude of the forces at work. There are probably five or six, if not more, of these shifting mountains carried upon a bosom of molten lava which is underneath. The larger ones, which are now travelling very slowly, will probably soon come to a standstill, as the lava which is carrying them is solidifying at the extreme ends, and beginning to hinder their forward progress."

A TUNNEL MYSTERY.

"SHERLOCK HOLMES" CONSULTED.

The Merstham tunnel of the London & South-Eastern Railway, where the brutal murder of Frederick Gold by Percy Leffroy, alias Mapleton, occurred on June 27th, 1887, has again been the scene of a mysterious tragedy, the details of which, so far as ascertained, are markedly similar to that of a quarter of a century ago. In the present case the victim is a young woman, Mary Mooney, whose body was horribly mutilated. A long veil was tightly wedged in her mouth, and the police are confident that she was murdered in the compartment of a train on which she was travelling, and her body thrown from the car. The fact that all the doors of the train on its arrival at Red Hill were closed, is considered to prove conclusively that it was not a case of suicide. According to telegraphic information received from home the outrage has served to start a crusade against the continued use of the cell-like compartment cars on the British railways, and at least one road is said to have countermanded a large order for the old-type cars in consequence of the crusade.

Sir Conan Doyle was asked, in his capacity of "Sherlock Holmes," to give his opinion of the tunnel tragedy. He declined, but warmly denounced the present style of cars and lack of protection for women travelling alone. He said:—"I think it perfectly scandalous that such a state of affairs should be allowed to exist. Any railway company not resorting to such a state of things for ladies or even to men, is to be held responsible and pay compensation when a woman is murdered."

COMMERCIAL.

SHANGHAI SHARE MARKET.

Advices from Shanghai, dated 21st inst., state:—Business reported:—Indo-Chinese at Tls. 68 cash. Farnham, Boyds at Tls. 140 for December, and Tls. 150 for March. Shanghai and Hongkong Wharfs at Tls. 190 for October. Langkats at Tls. 245 for December. Chinese Engineering and Mining Co. at Tls. 91 cash.

Business done direct:—Farnham, Boyds at Tls. 145 for November, Tls. 146 for December, and Tls. 150 for March. Shanghai and Hongkong Wharfs at Tls. 188 for October, Tls. 192 for December, and at Tls. 202 for March. Yangtze Wharf at Tls. 190 cash. Perak Sugars at Tls. 68. Langkats at Tls. 240 for October, and Tls. 245 for December. Astor House at 57. Wei-hai-wei Golds at \$8 cash.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/11 9/16
Do. demand 1/11 1/16
Do. 4 months' sight 1/11 15/16
France—Bank T.T. 2/47
America—Bank T.T. 4/01
Germany—Bank T.T. 2/00
India T.T. 1/45
Do. demand 1/45
Shanghai—Bank T.T. 7/11
Singapore T.T. 9% prem.
Japan—Bank T.T. 96
Suez—Bank T.T. 118

Buying.

4 months' sight L/C. 2/6 1/16
6 months' sight L/C. 2/6 3/16
30 days' sight San Francisco & New York, 481
1 months' sight do. 491
30 days' sight Sydney and Melbourne, 20 5/16
4 months' sight France 2/5 1/16
1 months' sight " 2/53
4 months' sight Germany 2/66
Bar Silver 28 1/2
Bank of England rate 4 1/2
Sovereign 10 1/5

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Per picul
Malwa New @ 1,100/1,110
" Old @ 1,140/1,150
" Older @ 1,180
" Oldest @ 1,200
Per chest
Patna New @ 99;
" Old @ 1,020
Benares New @ 975
" Old @ 985
Persian (Paper) @ 1,120/1,200

To-day's Advertisements.

THE HONGKONG ELECTRIC COMPANY, LIMITED.
NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the FINAL CALL of \$5.00 (Five Dollars) per Share has been made and is PAYABLE at the Company's Office, St. George's Buildings, or before 1st December, 1905.

Shareholders are requested, when paying the above-mentioned Call to send to the Company's Agents their Provisional Share Certificates for endorsement.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th October, 1905. [1013]

KOWLOON CUSTOMS NOIFICATION.

WRECK IN CANTON RIVER.

THE Chinese Torpedo-boat "LOI FU" (雷虎) sunk in CANTON RIVER is marked by a junk which carries a Red Flag by day, and Two White Lights (one under the other) from one yard arm and One White Light on the opposite yard arm by night. Vessels passing should do so on the side of the two lights. The junk is moored close to the wreck in 26 feet low water.

The bearings are:—
North end of LANKIT ISLAND N. 50° W. about 5 miles.
CHUEN-POI POINT N. 28° W. about 6 miles.

T. E. COCKER,
For Acting Commissioner of Customs,
Kowloon District.
Custom House,
Kowloon, 24th October, 1905. [1014]

NOTICE is hereby given that Messrs. L. M. ALVARES & Co. have on the 10th day of October, 1905, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—

A representation of a Chinese Pagoda with the words "WO LEE" on the top of same and the Chinese characters 和利 (Wo Lee) on the left side thereof.

The Trade Mark has been used by the applicants since the year 1903, in respect of the following goods, viz.:—Substances used as food or as ingredients in food and principally in Chinese Soy and Ginger in class 42, in silk piece goods in class 31, and in raw or partly prepared vegetable, animal and mineral substances used in manufactures, not included in other classes, and principally fibrous substances (e.g., cotton, hemp, flax, jute) wool, silk, bristles, hair and feathers in class 4.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Offices of the Under-Secretary.

BRUTTON, HETT & GOLDING,
Dated the 25th day of October, 1905. [1015]

TO LET.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE, facing Polo Ground.

OFFICES in course of erection, COR. NAUGHTY ROAD (near BLAKE PIER).

GODDOWNS' PRAYA EAST.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 25th October, 1905. [1016]

Intimations.

THE

ROBINSON PIANO COMPANY, LD.

NEW PIANOS \$375

SUPERIOR TO MOST OTHERS

AND THEIR

ONLY PIANOS MADE IN HONGKONG

FOR THE

CLIMATE OF HONGKONG.

CREDIT SYSTEM

IF REQUIRED.

IMPORTED PIANOS

AT

HOME PRICES.

Steinway,

Bechstein,

Hopkinson,

Rachals,

Haake,

Winkelmann,

Krauss.

BABY GRANDS

AT PRICES OF COTTAGES

AND

OCCUPYING SAME SPACE

THE APOLLO PIANOLA

\$350.

1,000 NEWEST

VICTOR RECORDS

AND

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MENEALUS"	7th November.
GLASGOW and LIVERPOOL	"PINGSUEY"	7th "
GLASGOW and LIVERPOOL	"HECTOR"	7th "
GLASGOW and LIVERPOOL	"GLAUCUS"	14th "
GLASGOW and LIVERPOOL	"HYSON"	21st "
GLASGOW and LIVERPOOL	"PRIAM"	28th "
GLASGOW and LIVERPOOL	"OANFA"	29th "
GLASGOW and LIVERPOOL	"AJAX"	5th December.
GLASGOW and LIVERPOOL	"HUCHOW"	5th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	12th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	21st November.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	28th "
GENOA, MARSEILLES & L'POOL	"CALCHAS"	24th "
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	5th December.
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	19th "
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	9th November.
	"OANFA"	1st December.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	28th October.
	"MACHAON"	3rd November.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 25th October, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	26th October.
SWATOW, CHEFOO and TIENTSIN	"OHIELI"	31st "
MANILA	"TEAN"	31st "
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	2nd November.

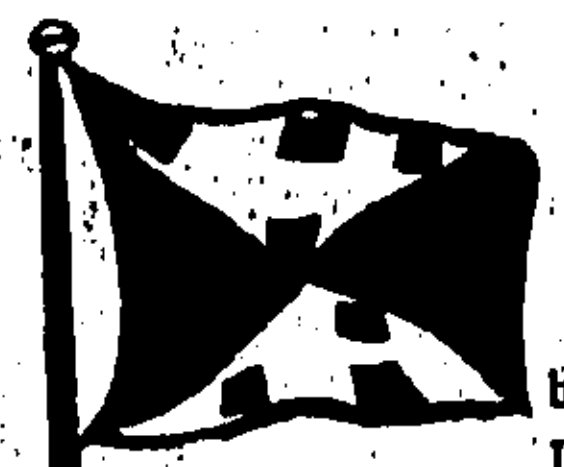
YOKOHAMA and KOBE "TSINAN" 5th
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 25th October, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley	MANILA via AMOY	FRIDAY, 27th October, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 4th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 23rd October, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates
"INDRANI"	2540	R. Rodger	NEW YORK	FRIDAY, 15th December.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 23rd October, 1905.

BOO CHEONG.

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cylinders
and Silas Duplacers.

Hongkong, 23rd February, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the SHIP OWNERS will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crew of the following vessel during her
voyage in Hongkong Harbour:
"CHUMKILL" American 4-masted schooner,
Capt. Hoffman—Master.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 2.30 P.M. and on Mondays at 5.30 P.M.
if tide permits.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$5; Return Ticket,
\$8; 2nd Class, \$3; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 9th October, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SANDAKAN via KUDAT	"MAUSANG"	THURSDAY, 26th Oct, Daylight.
MANILA	"YUENSANG"	FRIDAY, 27th Oct., 4 P.M.
TIENTSIN via SWATOW & CHEFOO	"ESANG"	SATURDAY, 28th Oct., 3 P.M.

Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan,
Jesselton and Labuan.These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 25th October, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4483	Motzenbach	November 7th, 1905.
"ARAGONIA"	198	Emst	November 29th, "
"NICOMEDIA"	4370	Wagemann	December 22nd, "
"NUMANTIA"	4370	Feldmann	January 7th, 1906.

The S.S. "Arabia" arrived at Yokohama on the 23rd instant, and is due to arrive in Hongkong
on or about the 28th.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

FOR VLADIVOSTOCK.

THE Steamship

"ANDALUSIA"

Captain Filler, will be despatched for the
above Ports, on WEDNESDAY, the 1st
November, at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 19th October, 1905.

EXCURSION TRIP TO MACAO.

S.S. "KWONG CHOW"

WILL leave Hongkong every SATUR-
DAY, at 6 P.M., and return from Macao
at 10 A.M. on SUNDAY.Passengers desiring to remain longer in
Macao may return by the S.S. "KWONG
TUNG" which will leave Macao on Sunday
at 9 P.M.Fares:—1st class single \$1.50 with Cabin \$2.00
return 2.00

2nd class single 1.00 return 1.50

S.S. "KWONG TUNG"

WILL leave Hongkong every SUNDAY,
at 9.30 A.M., and return from Macao
at 9 P.M.Fares:—1st class single \$1.00 with Cabin \$2.00
return 2.00

2nd class single 80 cents return 1.50

BREAKFAST, Tiffin and DINNER \$1 EACH.
The Wharf in Hongkong is a short distance
West of the Harbour Master's Office.

For further Particulars, apply to the

SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.Messrs. HERBERT, ROBERTSON & CO.,
Agents.

Hongkong, 23rd September, 1905.

TRIPS TO CANTON AND MACAO.

THE Yau On Company's Splendid Steamer

"YING KING"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY, EVENING, at 8.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.On SUNDAYS she will make an EXCUR-
SION TRIP TO MACAO, leaving Hongkong
at 8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey to Macao 1.00

Second " " " " 50 cents

Third " " " " 30 cents

Breakfast, Tiffin or Dinner \$1 each only.

Wines and Spirits of the best brands are used.

The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "Persuasion."For further information, apply to the Office of
YUEN ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 23rd August, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"WRAY CASTLE" 6th November.

"GHAEZE" to follow.

"LOTHIAN" to follow.

For Freight and further information, apply
toDOWELL & Co., LIMITED,
Agents.

Hongkong, 16th October, 1905.

Shipping—Steamers.

THE ROBERT DOLLAR COMPANY.

FOR ROBE AND SAN FRANCISCO.

THE Company's Steamship

"HAZEL DOLLAR"

Captain Cross, will be despatched for the
above Ports, on TUESDAY, the 1st instant.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 23rd October, 1905.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"GREGORY APCAR"

Captain J. G. Olfert, will be despatched for the
above Ports, on TUESDAY, the 1st instant, at
3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 24th October, 1905.

INSURANCE.

NORTH GERMAN FIRE INSUR-

ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company, are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.SIEMSEN & Co.,
Hongkong, 28th May, 1905.

Intimations.

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION

The successful and highly popular remedy, used in the
Continental Hospitals by Baron Rodon, Baron Yveland
and others, combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything hitherto
known.

THERAPION No. 1 is a re-

markable remedy for all the diseases of the blood, and
of which it is impossible to give a full description. It is
indicated in all cases of leucemia, in dyspepsia, in
irritation of the lower bowels, in rheumatism, in skin
diseases, in all cases of general debility, and in all
cases of nervous prostration. It is a powerful
stimulant, and its use is attended with the most
beneficial results. It is a remedy of the future, and
where other well-known remedies have been powerless.

THERAPION No. 2 is a re-

markable remedy for all the diseases of the blood, and
of which it is impossible to give a full description. It is
indicated in all cases of leucemia, in dyspepsia, in
irritation of the lower bowels, in rheumatism, in skin
diseases, in all cases of general debility, and in all
cases of nervous prostration. It is a powerful
stimulant, and its use is attended with the most
beneficial results. It is a remedy of the future, and
where other well-known remedies have been powerless.

THERAPION No. 3 is a re-

markable remedy for all the diseases of the blood, and
of which it is impossible to give a full description. It is
indicated in all cases of leucemia, in dyspepsia, in
irritation of the lower bowels, in rheumatism, in skin
diseases, in all cases of general debility, and in all
cases of nervous prostration. It is a powerful
stimulant, and its use is attended with the most
beneficial results. It is a remedy of the future, and
where other well-known remedies have been powerless.

THERAPION

In ordering, state which of the three numbers is re-

quired, and also above "Trade Mark" as it appears on the
original and on the wrapper. It is sold by the prin-cipal chemists and druggists. Price in England 4/6 &
10/6. In the Colonies 5/6 & 10/6. It is sold by the prin-cipal chemists and druggists. Price in England 4/6 &
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10/6. In the Colonies 5/6 & 10/6. It is sold by the prin-

Intimations.

WM. POWELL,
LIMITED.ALEXANDRA
BUILDINGS
Des Vaux Road.NEW GOODS
NOW ON SHOW.TRIMMED AND
UNTRIMMED
MILLINERY
FLOWERS,
FOLIAGE, AND
RIBBONS.SILK BLOUSES
DELAINE SHIRTS
GOLFERS.LACE COLLARS,
BERTHAS AND
JABOTS.SILK AND LACE
NECKWEAR.Light & Medium-weight
PUREUNSHRINKABLE
WOOLLEN VESTS
DRAWERS,COMBINATIONS
& SPENCERS.FINE CASHMERE
HOSIERY.SILK & KID BELTS,
Latest Designs.DAINTY FANCY
HANDKERCHIEFS.A large assortment of
SMARTLY-CUTUNDERSKIRTS,
For Morning and Evening wear.English and American
(Black, Bronze & Tan)
BOOTS AND SHOES
with Button, Lace, Buckle or Strap.White Kid, Ivory Satin,
Black-beaded and
Bronze-beadedEVENING
FOOTWEAR.

Best Quality at Moderate Prices.

WHITE KID GLOVES
Self and Black Points.SOFT CHAMOIS
WASHING GLOVES.DRESS FABRICS
in endless variety.

All the Newest Goods on the Market.

INSPECTION INVITED.

WM. POWELL & CO.
HONGKONG.

Received 1st October 1905.

Notices of Firms.

NOTICE
I HAVE THIS DAY RESUMED CHARGE
of the Company's affairs at this Port.
E. A. HEWITT,
Superintendent,
P. & O. S. N. Co.
Hongkong, 23rd October, 1905. [1034]NOTICE
I HEREBY GIVE NOTICE that on the
1st day of October, 1905, I admitted into
Partnership in the business carried on by me
under the style of "MACDONALD & Co."
Mr. JOHN WILKIE, and the business will
henceforth be carried on by myself and
the said JOHN WILKIE under the style of
"MACDONALD & Co."
D. MACDONALD.
Hongkong, 21st October, 1905. [1035]

Intimations.

SANITARY BOARD OFFICE,
HONGKONG.
TO THE OWNERS OF DOMESTIC
BUILDINGS.TAKE NOTICE that under No. 5 of the
DOMESTIC CLEANLINESS AND
VENTILATION BY-LAWS (as amended),
every Domestic Building or part of such Building
within the Central Division of the City of
VICTORIA and the Western Division of
Kau-lung occupied by members of more
than one family must be cleaned and lime-
washed THROUGHOUT by the owner
during the months of September and October.
N.B.—The word "Throughout" used in this
notice means that the Houses should be lime-
washed in respect of all the Walls of each
Room and Staircase, all Cubicle Partitions, Stair
Casings and Stair Linings, all Ceilings and the
Undersides of Roofs both in Main Buildings,
Offices and Servants' Quarters and inclusive
of Verandahs.
The Back Yard should have its containing
Walls lime-washed up to the level of the first
floor.
Carved, Painted or Polished Woodwork in
good condition, however, need not be lime-
washed but must be Cleaned.
The Central Division of the City lies between
Gilmair Street and Peel Street on the East and
Tank Lane and Claverley Street on the West.
Kau-lung is divided into the Eastern and
Western Divisions by Robinson Road and a
straight line drawn from the north end thereof
through the Yau-ma-tei service reservoir to the
northern boundary of Kau-lung.
G. A. WOODCOCK,
Secretary.
Dated this 2nd day of October, 1905. [1038]GOVERNMENT NOTIFICATION.
INFORMATION has been received from the
Naval Authorities that TORPEDO RUN-
NING will be carried on from the range at
Lai-chi-kok from THURSDAY, the 26th inst.
By Command,
T. SERCOMBE SMITH,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 21st October, 1905. [1032]GOVERNMENT NOTIFICATION.
INFORMATION has been received from the
Naval Authorities that TORPEDO RUN-
NING will be carried on from the range at
Lai-chi-kok from THURSDAY, the 26th inst.
By Command,
T. SERCOMBE SMITH,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 20th October, 1905. [1035]GOVERNMENT NOTIFICATION.
INFORMATION has been received from the
Military Authorities that GUN
PRACTICE will be carried out as under:—
On WEDNESDAY, 1st November:—
From Eastern Defences, towards entrance to
Junk Bay, at ranges up to 6,000
yards, commencing at 9.30 A.M., and
finishing at 12 Noon.
On FRIDAY, 3rd November:—
From Eastern Defences, towards entrance to
Junk Bay and towards Waglan, at
ranges up to 12,000 yards, commencing
at 9.30 A.M., and finishing at 12 Noon.
If the weather is unfavourable on either of
the above dates, Practice will take place on the
following day.
All ships, junks and other vessels are to
keep clear of the ranges.
BASIL TAYLOR,
Harbour Master, &c.
Harbour Department,
Hongkong, 19th October, 1905. [1037]GOVERNMENT NOTIFICATION.
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BASIL TAYLOR,
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THE KWANGSI REBELLION.

REWARDS FOR OFFICIALS.

Viceroy Tsen Chun-huan, of Canton, has
memorialized to the Throne that the troubles
throughout the province of Kwangsi are now
completely settled and the civil and military
officials concerned should be granted due re-
cognition of their respective merits.The troubles in Kwangsi at one time extend-
ed all through the province and all the local
affairs were thrown into confusion. Therefore
we specially despatched Tsen Chun-huan as
acting Viceroy of Liang Kwang Provinces, and
he had engaged in the military affairs of those
provinces for two years and had effectively
suppressed the rioters gradually. The differ-
ent parts of those provinces and now all the trou-
bles having been completely settled this had
been properly managed. Tsen Chun-huan
has attended this matter earnestly and properly
for which due reward shall be granted. There-
fore we hereby grant him the brevet rank of
the Junior Guardian of the Heir Apparent
(Kung-pao). The retired governor of Kwangsi,
Li Ching-hsi, is hereby handed to the Board
concerned to show him special treatment.
Brigadier-general Ting Kwei, of the Yu
Kwang circuit, of Kwangsi, is appointed
Provincial commander-in-chief of Kwangsi.
Yu Cheng-koh, Provincial Judge of Kwangsi,
is granted first class button and further
special treatment will be given him by the
Board concerned. Hu Shan-lin, Provincial
Treasurer of Kwangtung, is also to be
handed over to the Board concerned to show
him special treatment. Chang Men-te, Tao-
tun of Tai-ping, Sui-shun Intendency, is granted
to be promoted three ranks; expectant Taoist
Chu-Yung-tao and Wang Ping-on are re-
spectively granted first class buttons. Cheng
Wan-teng, an expectant prefect, is ordered
to be specially mentioned in the archives of
the Grand Council for further appoint-
ment. The rest of the officials in the list
furnished are also to be duly rewarded after
due investigation of the Board concerned.
At least the welfare of the province of Kwangsi is
necessarily to be properly looked after and the
viceroys and governors together with other local
officials are held responsible to have enterprises
to improve industries and education and to sup-
press evil people, to protect the good people
and those officials who will effectively carry
out our wishes to give the people proper atten-
tion will from time to time be watched and
duly rewarded or they will be duly impeached
and dealt with strictly. Therefore the officials
concerned shall look after their official duties
properly so as to promote the local prosperity
and safety of the province.—Shanghai Mer-
cury.

FAST OCEAN STEAMSHIPS.

There are 68 steamers mentioned in Lloyd's
Register as capable of 20 knots and upward.
But only 18 of them are ocean-going. Fifty
are vessels employed in English channel and
pleasure traffic. It is here that recent increase
in fast speed vessels is chiefly observable, partly,
of course, as a result of the introduction of the
turbine. As regards steamers in the Trans-
atlantic passenger trade, there is little advance
to be recorded, for the number of vessels of 20
knots and upward is now the same as in 1904,
and compares as follows with 1899:

1899	1905	1899	1905
G. Britain.....6	7	U. States.....4	4
Germany.....2	5	France.....0	2

Great Britain has still nothing faster than the
Lucania and the Campania, with their
22 knots, but the new Leviathans which the
Cunard Company is building should in due
course recover for her the lead in the trans-
atlantic passenger trade. The Hamburg
American Company, with 23 knots, at least
can also beat any of the Atlantic steamers un-
der the British flag. The United States still
relies on the vessels of the American line to
bring her into the first category as regards
speed, and France on the steamers of her
Transatlantic Company. Four nations, as
pointed out, divide among themselves the spe-
cial honours of the Atlantic, but six boat vessels
of 20 knots and upward, Belgium, for in-
stance, has half a dozen, but they are all cross-
channel, paddle-boats engaged in the Ostend
service. Holland has three of the same type
running from Flushing to Queensborough.
France, also by reason of her cross-channel
mail boats, has seven all told. On the other
hand, the United States has only one paddle-
boat of the speed which is the subject of these
remarks, and Germany's list is exhausted by
the figure given in the last table. Great
Britain, on the other hand, has a total of 42, as
compared with 27 in 1899. Of these 42, 10 are
galleon steamers, and 11 are turbine-driven.
No other country yet owns a turbine steamer
doing 20 knots, and the only two turbine
ocean-going steamers in the world are the Vic-
torian and the Virginian of the Allan Line,
which do 18 knots.Germany's superiority in matter of speed
under steam is well-known, but it is also in-
teresting to mention that she likewise holds
the record for speed under sail. The huge
masted Hamburg ship Preussen, 5,810 tons
gross, has done 68 knots in 74 hours, and
under good conditions has attained to 17
knots an hour. The five-masted bark Potomac,
4,026 tons gross, has a record of 16 knots, and
the has done fine work—for example, liguette
to the Lizard in 57 days. The Preussen has
done even better—Hamburg to Liqueit in 57
days.—Shipping Illustrated.CAN SEE IN THE DARKNESS.
ONLY.

PECULIAR AFFLICTION Baffles Scientists.

Derby, Conn., Aug. 30.—Physicians and
eye specialists are baffled by the cases of three
East Hartford boys, whose sense of sight is
strangely perverted. Two of the boys, Hyman
and Abraham White, six and four years old,
respectively, are practically blind in the day-
time but at night they see as well as an ordi-
nary person does in the day. The third boy,
Frank Cohn, 15 years old, can see only in the
brightest light.New York eye specialists, including Profes-
sor Knapp, have pronounced the affection of
the white boys incurable and inexplicable, but
attribute Cohn's affection to paralysis of the left
side. They say he would be wholly blind were
his right eye not able to see in daylight. The
white boys cannot go abroad in daylight un-
accompanied, and Cohn is unable to walk the
streets at night. Hyman White, attended night
school and studies in the dark. Cohn has been
unable to go to school for three years.
During the day the White boys, and the
dark places and are depressed and nervous,
but after sundown they enjoy their freedom,
and will play and do anything they like. They
have been called "night vision boys" by the
press.

Auctions.

PUBLIC AUCTION
THE Undersigned have received instructions
to sell by
PUBLIC AUCTION
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY AND SATURDAY,
the 27th and 28th October, 1905, commencing
each day at 2.30 P.M. sharp, at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A LARGE ASSORTMENT OF
OLD PEKIN CURIOS,
Comprising—OLD CHINA VASES, WALL PLATES
AND INCENSE BURNERS, CLOISONNE
VASES AND WALL PLATES, OLD
BRONZES, SNUFF BOTTLES, CARVED
WOOD ORNAMENTS, TEMPLE PALACE
AND WALL HANGINGS, SILK EMBROI-
DERIES, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd October, 1905. [1036]PUBLIC AUCTION
THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 27th October, 1905, at 3 P.M., at the
Wing Lok Street Wharf,
The River Passenger Steamer
"YING KING."For Particulars, apply to the Auctioneers.
TERMS:—As usual.HUGHES & HOUGH,
Auctioneers.
Hongkong, 18th October, 1905. [1031]GOVERNMENT NOTIFICATION.
PARTICULARS AND CONDITIONS OF
the letting by Public Auction Sale, to
be held on MONDAY, the 30th day of October,
1905, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
adjoining Rural Building Lot 44 at Deep
Water Bay, in the Colony of Hongkong, for a
term of 75 years, commencing from 22nd June,
1886.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Area in Square Feet.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
Rural Building Lot No. 44.	111,000	Adjoining Rural Building Lot No. 44, Deep Water Bay.	150	150	100	100	112,000	£15	£500

Hongkong, 21st October, 1905. [1031]

PUBLIC AUCTION
MESSRS. HUGHES AND HOUGH have
received instructions from the Mortgagee
to offer for sale by
PUBLIC AUCTION,
on
WEDNESDAY,
the 8th day of November, 1905, at 3 o'clock in
the afternoon, at their Sales Rooms,
Ice House Street, Victoria, Hongkong.
THE FOLLOWING
VALUABLE LEASEHOLD
PROPERTY,situated at Sowkwan, in the Colony of Hong-
kong, namely: All that PIECE or PARCEL
of GROUND, situate at Sowkwan aforesaid
and registered in the Land Office as SOWKE-
WAN LOT No. 53 of the area of 1942 square
feet or thereabouts together with the Messuages
or Tenements thereon, known as Nos. 35 and
37, Sowkwan Road.
The Premises are held for the residue of the
term of 999 years, from the 3rd January, 1860,
at the Annual Crown Rent of \$40.
Particulars and Conditions of Sale can be
obtained from
Mr. O. D. THOMSON,
Solicitor for the Vendor,
or from the Auctioneers.
Hongkong, 21st October, 1905. [1029]Consignees.
BOSTON STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, SHANGHAI
AND MANILA.The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersignature,
and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 23rd October, 1905. [8]NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

Intimation.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

The following are in stock:

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK, DAIRY FARM FODDER.

Bacon, Best Whitehead \$3.70 per lb
 "Crown" Meat Extract, 3 oz 0.70 per pot.
 do do 1.25
 Ducks, Local (dressed) 0.65 each
 Ducks, Wild 0.75
 Fish, Fresh Canadian Salmon 0.65 per lb
 Fish, Australian Smoked Mullet 0.60
 Fish, do do Schnapper 0.60
 Geese, Local (dressed) 1.30 each
 Hares, Australian 1st Grade 1.40
 Ham, Best York 0.70 per lb
 Ham, Australian, "Pineapple" 0.60
 (1 cts. extra per lb for Ham if cut).
 Kidneys, Australian Sheep 0.05 each
 Lemons, Australian 48 cts. & 60 cts. per doz.
 Oysters, American (large size, in tins) 2.50 per tin
 Oysters, Australian (in bottles of 24) \$1.25 & \$2.50
 Parsnips, Local 0.75 each
 Pigeons, Local 0.25
 Rabbits, Australian 1st Grade 0.65
 Rice Birds 0.55 per doz.
 Sausages, Australian Fritz 0.25 each
 Tongues, Australian Sheep 0.25
 Turkeys, Choice Australian (plucked) 0.60 per lb

SPECIAL NOTE.
 Orders required to be filled in the Early Morning, should be sent in before 3.30 P.M. the previous day.
 Orders for NOON should be sent in by 8.00 A.M. the same day.
 Orders for 3.30 P.M. should be sent in by NOON the same day.
 Hongkong, 19th October, 1905. [988]

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIC."

Captain Court, will be despatched for Europe, at 3 P.M. on Monday, the 31st. Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. SALAZIE 14th November.
 S.S. TOURANE 28th November.
 S.S. TONKIN 13th December.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th October, 1905. [7]

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Hyades	3,753	Geo. Wright	20th Nov.
Tyram	3,606	T. W. Garlick	24th Nov.
Lyra	4,417	G. V. Williams	9th Dec.
Platades	3,753	F. G. Purinton	29th Dec.
Shawmut	3,606	E. V. Roberts	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tyram* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 25th October, 1905. [8]

ACHEE & CO. ESTABLISHED 1859.

FURNITURE

GENERAL HOUSEHOLD

REQUISITES

K.C., K.C., K.C.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
 Hongkong, 19th May, 1904.

Mail.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR FRANTS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.)

H. E. STEAMSHIP

"COROMANDEL"

Japtain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 4th November, at NOON, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mangalia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 16th December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd October, 1905. [2]

To Let.

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th September, 1905. [300]

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN in Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, COMNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 19th August, 1905. [69]

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. Gas and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE, No. 5, D'AGUIAR STREET, 37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.00 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 17th January, 1905. [57]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTER. Corrected to noon. Later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	REMARKS
BANKS.						
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$250,000	\$1,700,728	1st 1/2% @ exchange 1/100 = \$18.66 1/2 for first half-year 1905
National Bank of China, Limited	99,025	£7	£5	\$200,000	\$4,768	\$2 (London 3/6) for 1905
MARINE INSURANCES.						
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,853	\$211,340	\$20 for 1904
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$111,993 \$302,366 \$371,441	Nil	\$2 1/2 for year ended 30.4.1904
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$200,000 \$11,453 \$1,043,910 \$1,152,364	\$2,330,112	\$40 for 1904
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$500,000 \$20,000 \$5,000 \$5,800	\$486,284	\$12 and \$3 special dividend for 1905
FIRE INSURANCES.						
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$218,093	\$359,047	\$5 dividend & \$1 bonus for 1905
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$24,357	\$160,372	\$24 for 1905
SHIPPING.						
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$201,738 \$88,941 \$150,000	Nil	\$3 1/2 for year ended 30.6.1905
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$125,376 \$120,000 \$241,150 \$1,999	\$18,064	\$1 for first half-year 1905
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 400,000	Tls. 38,832	Interim of Tls. 1 1/2 for 1905
Do. (Preference)	1,000,000	£1	£1	\$4,116		Interim of 1/2 = 48 cents
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$5,000	\$929	\$1.80 for year ending 30.4.1905
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$24,357 \$400,000 \$21,770	\$21,231	\$10 for 1904
Straits Steamship Company, Limited	5,000	£10	£10	Tls. 98,000	Tls. 101,479	Interim of Tls. 2 for 1905
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905
REFINERIES.						
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$150,000	\$42,812	Interim of \$10 for 1905
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$5 for 1905
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 31.12.1904
MINING.						
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 \$12,289	£7,820	Interim of 1/2 (No. 4)
Oriental Consolidated Mining Company, Limited	500,000	£1	£1	none	G \$672,091	Interim of 50 cents (gold) for 1905 (No. 5)
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £8,745	No. 12 of 1/2 = 48 cents
DOCKS, WHARVES & GODOWNS.						
Fenwick (S. C. & Co.), Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	\$5 1/2 for 1904 on old capital
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$250,000 \$54,478 \$10,000	\$29,422	Interim of \$2 1/2 for 1905
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£50	\$300,000 \$21,000	\$30,132	\$20 for first half-year 1904
New Amoy Dock Company, Limited	6,000	\$64	\$64	Tls. 487,210	\$480	\$14 for 1905
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 10,712	Interim of Tls. 6 for 1905
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000	Tls. 2,762	Tls. 18 for 1904
LANDS, HOTELS & BUILDING.						
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$14,516 Tls. 34,000	\$0,028	\$2 1/2 for year ended 30.6.1905
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 25	Tls. 25	Tls. 5,000	Tls. 806	Final of Tls. 5 making Tls. 9
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,502	Final of 60 cents making \$1.60 for 1904
Do. (Founders)	123	\$15	\$15	none	none	Interim of 7 per cent for 1904
Do. (New Issue)	24,000	\$15	\$15	none	none	\$5 for first half-year 1905
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$31,087	\$10,126	Interim of \$3 1/2 for 1905
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Tls. 2 1/2 for the year ending 31.3.1905
Hotel des Colonies Company, Limited (Shanghai)	2,000	Tls. 25	Tls. 25	Tls. 5,000	Tls. 7,202	Interim of \$4
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	\$11,958	90 cents for 1904
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000	\$377	\$3 for 1904
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	none	Interim of Tls. 3 for 1905
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 170,000	Tls. 40,666	Interim of Tls. 5 for 1905
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 5 for 1905
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Interim of Tls. 3 for 1905
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$14 for 1905
COTTON MILLS.						
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1905
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,064	\$1 for the year ending 31.12.1905
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000	Tls. 13,629	Interim of 3 1/2 % 1898
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 1/2 % 1898
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,000	Tls. 22,050	4 1/2 % for 1897
MISCELLANEOUS.						
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	none	First year
Asbestos Eastern Agency, Limited	8,604	12/6	12/6	2,314	£770	\$5 per share for 1904
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,162	\$1 for 1904
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	\$1 for 1904
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$3,750	None
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	Interim of 100 cents for 1904
Dairy Farm Company, Limited	15,000	\$10	\$10	\$400,000 \$500,000 \$186,000	\$9,054	\$2 for year ending 31.7.1905
Green Island Cement Company, Limited	150,000	\$10	\$10	none	none	Final of \$14 making \$24
Hall & Holt, Limited	21,000	\$20	\$20	none	\$7,551	\$100 for year ending 30.4.1905
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,151	\$15 for year ending 30.11.1904
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	Interim of \$4 for 1905
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$50,000	\$5,350	\$10 for 1904
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$2,500	\$1,127	Interim of 50 cents for 1904
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	none	\$21,182	Final of \$9 making \$14 for 1904
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	Tls. 250,000	Tls. 35,449	3rd quarterly div. of Tls. 15 paid 15.10.05
Maaschappij tot Exploitatie van Landbouw- en Planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	none	Tls. 10,405	making 20 for Tls. 15 for 1905
Mendon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,438	Tls. 4 for 1902
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. Tls. 55,537	First year
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. Tls. 8,011	Interim of Tls. 3 for 1905
Shanghai Gas Company, Limited	15,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Tls. 6 for 1904
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,781	Interim of Tls. 6 for 1905
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 35,000	Tls. 9,928	Interim of Tls. 2 1/2
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,207	Interim of 1/2 for 1905
Shanghai Waterworks Company, Limited	7,200	\$20	\$20	Tls. 170,000	Tls. 1,207	Interim of 1/2 for 1905
South China Morning Post, Limited	15,000	\$15	\$15	none	Dr. \$6,008	None
Team Laundry Company, Limited	15,000	\$15	\$15	none	\$1,444	\$20 cents for year ended 31.12.1904
Straits Ice Company, Limited	9,000	\$100	\$100	\$45,000	\$700	Final of Tls. 4 making Tls. 14 for 1904
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 1,012	Interim of 50 cents
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$21,000	\$11	100 cents for 1904
Do. (Founders)	100	\$10	\$10	\$20,000		Final of 50 cents making \$1.50 for 1904
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	\$20,000	\$2,000	Final of 100 cents making \$1.00 for 1904
William Powell, Limited	5,000	\$10	\$10	\$25,000	\$2,000	Final of 100 cents making \$1.00 for 1904